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COUNTRY Bulgaria REPORT NO. [REDACTED]

TOPIC Bulgarian Commercial Aviation 25X1A

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EVALUATION [REDACTED]

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] DATE PREPARED 5 December 1949

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

1. The Directorate for Aviation (Direkcia na Vazdushna saobsh-
tenie) has been assigned to the Ministry of Traffic since
early 1948. Its expenses were covered by the budget of
the Ministry. Prior to the end of 1947, there was only
a Commercial Aviation Department in Air Force Headquar-
ters. This department had the mission of maintaining
connections with the foreign airlines in Bulgaria. There
was no Bulgarian-commercial aviation until 1947.
2. Some of the commercial aviation personnel were taken over
from the Air Force. They kept their military rank and were
entitled to regular promotion, but did not wear Air Force
uniforms. This was in accordance with Ministerial Decree
No 8/1947. The decree was of only nominal importance,
since the Air Force released only such personnel as (for
political reasons) seemed of little value. It is unlikely
that these persons will ever return to the Air Force.
3. In addition to personnel coming from the Air Force, civilians
who were employed had been released from the Air Force
for political reasons after 9 September 1944. These were
mostly former pilots, technicians, radio operators and
Air Force officers. After a political re-check such per-
sonnel was considered to be barely acceptable; they held
no military rank, and were on the same level as the ad-
ministrative personnel.
4. The administrative personnel were recruited from Communists
who had no previous connections with commercial aviation.
5. In the event of war, the Directorate for Aviation will
probably be converted into a military transport unit.
6. The following airfields were used by commercial aviation:

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Airfield of SOFIA-VRASHDEBNA (B/L 46)
New VARRA (B 6/K 10) airfield
Airfield of BURGAS SARAFOVO (B 5/C 74)
Military airfield of PLOVDIV (B 12/A 40)
Foreign airlines used the airfield of SOFIA-VRASHDEBNA.

7. The Directorate for Aviation received only two Li-2s from the Soviet Union up to 11 May 1948. Spare parts, though requisitioned several times, were not delivered, nor were spare parts available for aircraft of German origin, and an ever-increasing number of German aircraft had to be withdrawn from operations.

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Comment:

Supplements a previous [REDACTED]
Report is considered credible, since data on the airfields used by commercial aircraft agrees with available information.

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